UNDP

UNITED NATIONS DEVELOPMENT PROGRAMME

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ENGLISH

APPROVAL OF UNCDF ASSISTANCE TO A PROJECT OF SENEGAL

(SEN/87/C03) - Construction/Rehabilitation of Roads in Tambacounda

Date of approval by the AC: 1/	24 July 1991
Expected duration:	Two years
Proposed co-operating agency:	UNDP/OPS
Government implementing agency:	Ministry of Equipment, Transport and the Sea
Proposed UNCDF contribution:	$5 105 500
Source of funds:	General Resources

Project background

Since 1982, UNDP (including UNCDF) has provided assistance for a range of productive activities for over 500 women associations throughout the country. This assistance constitutes a large segment of the overall UNCDF financial commitment to Senegal. However, the impact of this assistance in the Tambacounda region, South East Senegal where there are 71 women associations, has been significantly compromised by its relative isolation and the poor condition of road links within the region and between the region and the rest of the country.

The main agricultural activities of the Tambacounda region are cereal cultivation, i.e. millet (39,000 hectares), sorghum (30,000 hectares) and maize (19,000 hectares), groundnuts (72,000 hectares) and cotton (8,000 hectares). However, the poor condition of the road network has increased the incidence of transport costs, thus depressing crop prices to local farmers, and raising the prices of consumer goods brought in from the outside. This has the effect of discouraging local production and trade. Accordingly, the December 1987 UNCDF Project, Planning and Identification Mission opted to invest a part of its future resources to improve the road infrastructure of the Tambacounda region to overcome this constraint. Subsequently, the Government of Senegal, in co-operation with the main international financing institutions, prepared and adopted in 1990, a five-year Transport Structural Adjustment Plan worth $600 million. This plan, inter-alia, aims to rehabilitate and maintain existing roads, construct a limited number of strategic new roads to integrate isolated regions, and promote participation of the private sector in road construction and maintenance.

Description of Project

The proposed project is a component of this programme and will also contribute to the Government's implementation of the New Agricultural Policy whose main objectives are to attain food self-sufficiency and increase export of cash crops.

1/ This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

The project will consist of building/rehabilitating four dirt roads totalling 143 kilometers in the Tambacounda region, which is considered to have a high potential for agriculture. Over 100 villages with a total population of 27,000 will be linked to established regional transport routes. The roads to be built/rehabilitated will be divided into two sections of 81 km. and 62 km. each. Construction works will be effected under one or two sub-contract(s) following international competitive bidding.

The roads, four meters wide, with drainage systems, will be unpaved. Existing alignments will be followed as far as possible while taking into account soil erosion and deforestation risks. To facilitate subsequent maintenance, rain protection barriers will be built by the contractor(s) who will also be requested to stockpile laterite and rubble stones on the road sides. SODEFITEX, the regional agricultural development agency, is currently responsible for the upkeep of over 300 km. of roads in the region and will be responsible for the future maintenance of these roads.

SODEFITEX will also provide extension and marketing services to local farmers to allow full advantage to be taken of this development potential created.

Inputs

UNCDF will cover the cost of the construction/rehabilitation works to be undertaken; and the technical studies and supervision of the construction works to be carried out by a private engineering firm.

The Government will provide counterpart staff, funds for the operation of its vehicles, and office space for the engineering firm.

Financial data

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Missions	75 000
Subcontracts	4 460 200
Contingencies	210 000
Support Costs and Agency Costs	360 300
Total	5 105 500

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